

# NINE SHIPS KNOWN U-BOAT TOLL IN WEEK-LONG RAID

## ALLIES STILL HOLDING VILLERS-COTTERETS; HUN CLAIMS CHAUDUN

**French Foil Foe's Efforts to Penetrate—Retake Faverolles and Choisy—Situation Between Courcq and Marne Unchanged—Bloody Losses Inflicted on Germans, Now Using Fresh Forces—French Also Re-enforced, Berlin States.**

Paris, June 3.—German efforts to penetrate Villers-Cotterets (43 miles north of Paris) failed, the war office announced tonight. The town of Faverolles (two miles from Villers-Cotterets, on the southeast), has been retaken by the French. West of Soissons the German advance has been arrested. Between the Ourcq and Marne rivers the situation is unchanged, the night communiqué states. The village of Choisy has been retaken by the French for the fifth time, the statement says. Bloody losses were inflicted on the Germans. The Germans are using fresh forces between the Oise and Ourcq rivers.

**Berlin Claims Chaudun.**  
Berlin, via London, June 3.—The town of Chaudun, southwest of Soissons, has been captured, the War Office announced in its day report.

The heights west of Chateau-Thierry also were taken, the statement says.

Chaudun is four and a half miles southwest of Soissons.

Thirty-one enemy airplanes were shot down, and "successful attacks" were made by the German fliers on railways leading to the battlefield, which were congested by movements of troops, the report states.

**Fresh French Units.**  
Berlin, via London, June 3.—"Fresh units from far distant fronts have entered the battle," says the official day statement. It asserts that "French and English divisions also have been rushed to the scene of battle from neighboring fronts, 'which thus have been greatly thinned out.'"

South of the Ourcq violent counterattacks were bloodily repulsed, says the statement. The village of Belin was captured. The French were driven across the Savieres as far as the eastern border of the woods of Villers-Cotterets, it is stated.

The French reserves, the war office asserts, tried vainly to hold positions assigned to them north of the Aisne. They were driven back towards Moulin-Contrevent, St. Christophe and Vingre.

**Paris Now Confident Drive Is Spent.**  
Paris, June 3.—Paris is now certain that the worst is over and that the forces of the crown prince's drive has spent itself.

Premier Clemenceau late today was in conference with the army committee of the chamber of deputies. The main subject of discussion is the underfoot of the utilization of the allied effectives on the field of battle. The premier also told the committee details regarding American and English co-operation.

There is every indication that the equilibrium has been re-established on the battle front.

The enemy is now solidly entrenched along the Ourcq and Marne rivers, and instead of sweeping forward miles, he is advancing by a few hundred yards, and this only in certain sectors on local fronts. He meets constant counter attacks along the whole line which have resulted in gains by the French.

**Can't Cross Ourcq.**  
In his converging advance towards Meaux (twenty-seven miles from Paris) in the triangle between the Ourcq and Marne, the enemy is finding difficulty in maneuvering. His 60,000 shock troops are trying savagely but ineffectually to cross the Ourcq and enlarge the field of action westward. From Soissons southward allied resistance is containing the enemy in the wedge he has created the Marne-Ourcq triangle.

The feeling in points and throughout France has never been more confident than it is now. It is universally agreed that Gen. Foch has once more proved his genius in outguessing the German intentions, throwing his reserves not where Ludendorff desired to have them pinned down, but on the vital front between Soissons and Chateau-Thierry.

**Pershing's Communique Tells Air Victory.**  
The following communique was received last night from Gen. Pershing:

"Patrolling was active in Picardy and Lorraine.

"Artillery fighting occurred in Lorraine and in the West.

"At a number of points there were air raids. In these combats our victors shot down a hostile machine. One of our planes is missing."

**Haig Reports Taking of 288 Prisoners.**  
London, June 3.—The text of tonight's report from Field Marshal Haig follows:

"Hostile raids were repulsed at night time by French troops north of Baileul. The number of prisoners captured last night in our operations

## CHILD LABOR LAW NULLED BY U. S. COURT

Highest Body Bases Opinion on States Rights Doctrine.

DECISION 5-TO-4 VOTE

Keating, Author of the Bill, Charges Cotton Men with Lobbying.

Representative Keating of Colorado, father of the child labor law, announced last night that he will call an immediate conference to discuss framing a new bill which will get around the invalidities of the present statute, which the Supreme Court, by a five to four vote, declared unconstitutional.

Both Keating and Senator Owen of Oklahoma, who championed the measure in the Senate, commented on the court's decision in formal statements.

Keating said it might be proposed to fix heavy taxes on the products of child labor that such manufacture would be unprofitable. If necessary, he declared, an amendment to the constitution will be proposed.

**Prevents Other Laws.**

Senators who are authorities on constitutional law studied the decision carefully for loopholes in it. Senators Johnson, of California, and Kenyon, of Iowa, champions of the law, pointed out the strong States' rights doctrine asserted in the opinion would prevent other intended legislation along the same line, such as limiting the hours of labor for women. Kenyon and Johnson agreed that the decision apparently covered all points which they might wish to attack.

Mr. Keating said:

"It will satisfy no one except the cotton manufacturers of the South, who financed the lobby which fought the measure in Congress and who hired the distinguished attorneys who argued the case before the court."

"A conference will be called at once to decide if we can bring about a change of the law without an amendment to the constitution, as was necessary in the income tax matter."

**But if it is necessary, we will press an amendment.**

**A 5-TO-4 Decision.**

Five justices signed the majority opinion, including Chief Justice White, the others being Justices McKenna, Brandeis and Clarke.

The decision affirmed a decision in the United States District Court of the Western District of North Carolina, when the law was held unconstitutional on a suit brought by Roland H. Dagenhart, father of two sons employed in a cotton mill.

In our view, the majority opinion, "the necessary effect of this act is, by means of a prohibition against the movement in interstate commerce of ordinary commercial commodities, to regulate the hours of labor of children in factories and mines within the States, a purely State authority. Thus the act is in a two-fold sense repugnant to the constitution. It not only transcends the authority delegated to Congress over commerce, but also exerts a power as to a purely local matter to which the Federal authority does not extend. The far-reaching result of the act cannot be more plainly indicated than by pointing out that, if Congress can thus regulate matters entrusted to local authority by prohibition of the movement of commodities in interstate commerce, all freedom of commerce will be at an end, and the power of the States over local matters may be eliminated, and thus our system of government be practically destroyed."

**Dissenting Opinion.**  
In the dissenting opinion, Justice Holmes said: "If should have thought that the most conspicuous decisions of this court had made it clear that the power to regulate commerce and other constitutional powers could not be cut down or qualified by the fact that it might interfere with the carrying out of the domestic policy of any State. The notion that prohibition is any less prohibition when applied to things now thought evil, I do not understand. But if there is any matter upon which civilized countries have agreed—far more than they have with regard to intoxicants and some other matters over which this country is now emotionally aroused—it is the evil of premature and excessive child labor. I should have thought that if we were to introduce our moral convictions where in my opinion they do not belong, this was pre-eminently a case for upholding the exercise of all its powers by the United States."

"The act does not meddle with anything belonging to the States. They may regulate their internal affairs and their domestic commerce as they like, but when they seek to send their products across the State line they are no longer within their rights. If there were no constitution and no Congress, their power to cross the line would depend upon their neighbors. Under the constitution, such commerce belongs to the States, but to Congress to regulate. The public policy of the United States is shaped with a view to the benefit of the nation as a whole."

**Prisoners in Army.**

Copenhagen, June 3.—The Prussian Diet has sent to the German Reichstag a proposal by which persons imprisoned for several years would be allowed to enter the army for the formation of special regiments.

**Ozark Fireman Drowned.**  
Official report is made by the Navy Department that Charles Edward Richards, a naval fireman, was drowned in the swamping of the motor sailing launch Ozark May 12, Richards' mother, Mrs. J. E. Poston, lives at Chelney, Fla.

## SENATE FLINGS HUN DEFIANCE IN 2 NEW BILLS

\$50,000,000 for Naval Construction Urged at Once by France.

ASKS 5,000,000 ARMY

McCumber Brings in an Amendment to Army Appropriation Bill.

At the Kaiser were flung two challenges from the United States Senate, as soon as the news of the U-boat ravages in American waters reached that body yesterday.

Senator France, of Maryland, introduced a bill appropriating \$50,000,000 for the construction of twenty battle cruisers and ten scout cruisers. Senator McCumber, of North Dakota, introduced an amendment to the \$12,000,000 army appropriation bill, directing the President to increase the army immediately to 500,000 men exclusive of noncombatants.

**Referred to Committees.**

Both measures were referred to the proper committees.

It is said the McCumber amendment has much more chance of success than the France bill. Sentiment in the Senate is strong for a big army, especially since the German drives on the Western front. Members of the Naval Committee considered that the France bill would have to be very carefully considered, as the building program is already well under way, and the naval bill just passed has a special provision directing quick construction.

The army appropriation bill was received yesterday from the Military Committee. It is expected to be reported out in a few days, and it is predicted the Senate will pass it with practically no changes, as quickly as the House did in the days.

The bill contemplates an army of 500,000, and the President is allowed to increase that force as far as his discretion warrants.

Senator McCumber's amendment reads:

"The President is hereby authorized and directed to immediately proceed to increase the national army to not less than 500,000 enlisted men, and such additional officers as may be necessary for such force, exclusive of noncombatant forces that may be employed either in the United States or abroad, and the President is hereby required to raise and equip and put such force in France or elsewhere outside the United States."

**Begs for Speed.**

Like the McCumber amendment, the France bill begs for speed. It "authorizes and directs" the President to undertake before Sept. 1, 1918, the construction of twenty battle cruisers carrying suitable armor and to have the highest practicable speed and greatest radius of action at a cost, exclusive of armor and armament, not to exceed \$22,000,000 each.

The act also provides that work upon these shall be begun as soon as practicable.

The scout cruisers are to cost not more than \$9,000,000 each.

## POTOMAC YIELDS TWO VICTIMS; SOLDIER ONE

Body of A. W. Butler, Camp Meade Man, Found Floating.

The Potomac River yielded the bodies of two more victims yesterday, when the body of a soldier and a small negro boy were recovered by the police.

The body of A. W. Butler, 35 years old, Ninth Company, 154th Depot Brigade, stationed at Camp Meade, Md., was found floating in the Potomac about a mile below Chain Bridge.

Police stated that it had apparently been in the water more than a week. The soldier's wife, Mrs. Myrtle Butler, Glen Carlin, Va., has been notified of her husband's death. The body was taken to the District morgue.

An unidentified negro boy about 9 years old fell overboard while playing on the seawall at the foot of Seventeenth street northwest, and was drowned before assistance could reach him. His body was taken to the Emergency Hospital, where doctors found life extinct.

The first bathers victims of the season were taken by the river Sunday, when two youths were drowned. The total now stands at four.

## ANTI-PROFITTEERING BILL.

Senator King Has Measure to Curb Contractors.

Another step to check profiteering will be taken today by Senator King of Utah, who will introduce a bill making all contractors for government work file duplicate contracts with the Attorney General and Interstate Commerce Commission. Contracts for past as well as future work must be filed, under the bill.

## HUN SUBMERSIBLES INVADE STEAMER LANES OFF JERSEY COAST—VESSELS SHELLED

Marine Insurance  
Shoots Up 50c to \$10

New York, June 3.—Marine insurance rates were increased today from 50 cents to \$10 a thousand following reports that U-boats were operating on this side of the Atlantic. Some agents refused to accept risks at any price.

## PLANES TO CHASE U-BOATS.

Aero Club Requests Extension of Service Also.

Using the aeroplane mail carriers as scouts for submarines off the Atlantic Coast was urged upon the Postmaster General yesterday by a committee from the Aero Club of America. Alan R. Hawley, president, and Henry Woodhouse, of the board of governors, called upon Second Assistant Postmaster Preger and urged extension of the aerial routes.

They asked lines from New York to Boston, New York and Washington to Chicago, by way of Wheeling, W. Va., and Lima, Ohio, from Washington to Pittsburgh, Cleveland, Dayton and Detroit, and thence from Detroit and Chicago to St. Louis.

Besides the great value of Military cross-country training, they point the great value in searching out submarines while travelling up and down the coast.

## China Helps Red Cross.

Shanghai, June 3.—As the result of the recent American Red Cross drive for funds it is estimated that China will remit at least \$100,000 gold to New York. Fifty thousand associate members were enrolled in the course of the campaign.

## Mate of Sunk Cole Tells How Hun Came Aboard

New York, June 3.—"I've been at sea a good many years; but I was never so scared in my life as when that bloomin' U-boat popped up and poked a gun at us and blazed away."

This was the way First Mate Robert Lathigee, of the schooner Edna, today described his feelings when the schooner was sunk by a U-boat, 25 miles southeast of the Atlantic Highlands Sunday afternoon.

Lathigee, who speaks with a pronounced Southern accent, despite his claim to East Boston as his home, arrived at the office of the United States Shipping Commissioner at the battery this afternoon, on board a rescue steamer, with Capt. H. G. Newcombe and 11 members of the crew.

"We were loafing along at about three knots," continued the first mate, "about 4 o'clock yesterday afternoon. Nobody was thinking of U-boats, when somebody spotted something black about a mile to port."

## Black Thing Looms Up.

"Every day, up to yesterday, we saw lots of patrols, but not one was in sight yesterday; so when this black thing looms up, I says, 'Hell, says I, now I know why there ain't no patrols. The submarines is workin' for them.'"

"We had all our flags flying, so they'd see we was American; but the first signal we got was 'Lay to.' 'Lay to' is a small boat."

"'Ain't that just like them darned naval reserves,' says I. 'All gold lace; but they don't know nothin' about the sea. Here we are, all signals set, telling who we are, and now they're coming aboard to look us over, anyhow.'"

"Well, sir, the next signal we got almost keeled me over."

"'We're German,' it read, and so they was."

"'Let's beat it,' says one of our fellows."

"'Where to?' says I. 'There ain't no wind.'"

## Plunked a Shot.

"The Dutchmen didn't seem to like the way we was heavin' to, so they plunked a shot across our bows. They was a good-looking young officer comes over to us in a small boat, with a bunch of armed men. He was a pretty duck, that officer, and he had a gun that would impress anyone."

"'You're a nice-lookin' —,' says one of my men."

"The officer looked at him and kind of quietlike said: 'That'll be about all.' And it was. His English was good."

**Craft Sunk Were Carolina, City of Columbus, Herbert L. Pratt and Winnecomme, Steamers; and Schooners Edw. H. Cole, Hattie Dunn, Isabella B. Wiley, Jacob H. Haskell, Edna and Kauppaug—Six Men Let Go by Submarine.**

**BULLETIN.**  
Boston, Mass., June 3.—Reports received from Salem, Mass., state that "heavy firing" was heard off the coast about 9:30 o'clock tonight.

New York, June 3.—Proof that the Hunnish U-boat raiders have been operating along the Atlantic Coast for at least a week, was given tonight, when six men, members of the crew of the schooner Edna, who were landed here today, told how they had been kept prisoners on a German submersible since May 25.

These men were set adrift early this morning in a small boat taken from one of the other vessels that had been sunk.

Reports received here late tonight indicate that nine vessels have fallen victims to the Kaiser's submarines.

These reports indicate that two coastwise passenger steamers, one steam-tanker and six schooners have been sent to the bottom by the German sea raiders. No loss of life has been reported, however, as the raiders apparently are not operating on the "spurious ver-senk" basis. The vessels known or believed to have been sunk are:

## VESSELS SUNK.

Carolina, plying between Porto Rico and New York, carried 220 passengers and 120 in crew. Wireless call heard early today.

City of Columbus, plying between Savannah and New York. Due at Boston early this morning, but not reported.

Herbert L. Pratt, oil tanker, sunk off Cape Henlopen. Winneconne, steamer, 1,869 tons.

The following schooners are known to have been sunk: Edward H. Cole, in ballast, crew of eleven.

Hattie Dunn, found from Rockland to Charleston in ballast.

Isabella B. Wiley, in ballast, crew of eight.

Jacob H. Haskell, bound from Boston to Norfolk, crew of eleven.

Edna.

Kauppaug.

Another tanker and an unknown schooner also are believed to have fallen victims to the raiders.

## HYDROPLANES SIGHT CAROLINA LIFEBOATS.

Lifeboats, believed to be from the steamship Carolina, were sighted by a naval hydroplane observer off Beach Haven, N. J., this evening, and a cutter was sent out from the Beach Haven Life-saving Station to help them to shore. The last heard of the Carolina was a wireless call for help sent out Sunday afternoon.

The City of Columbus was due at Boston early today. A report that a wireless call had been heard from this vessel could not be confirmed, but it is believed she was directly in the track along which the U-boats intercepted the other vessels.

Proof that the U-boats have been operating along the coast for many days was received tonight when thirty-eight members of the crews of the Winneconne, the Hattie Dunn and the Edna were brought into this port by a coastwise freighter. Six men from the Edna had been held prisoners on board the U-boat since May 25. At 7 o'clock this morning they were set adrift in a small boat from one of the other vessels that had been sunk.

## AIRPLANES TO SCOUT OVER SEA.

A large number of airplanes and dirigibles left Hazelhurst Aviation Field, Mineola, this afternoon to scout along the coast for U-boats or lifeboats from sunken vessels. The aircraft were manned by regular naval aviators. It is understood that this air patrol is to be a regular thing hereafter.

## One Sub Was U-151.

With the men from the Edna were six men of the Hattie Dunn, who also had been held prisoners on board the U-boat for eight days. They reported that this vessel was the U-151.

They, together with the captain and crew of the Winneconne were picked up early this morning, 12 miles off the coast, by the German submarine Abasco Light by Captain Maales, of a Mallory Line steamship and brought to this port. All hands were in three open boats, one of which was making water very rapidly when picked up. The men were almost worn out and were suffering from lack of food and water.

The men who had been held on board the submarine said they had been treated well by the Germans. They said the raider was 25 feet

long with a surface speed of 25 knots and could submerge in 45 seconds. Capt. C. N. Glimbre of the schooner Edna said several of the German crew spoke English and seemed to be absolutely confident that Germany would win the war.

Capt. Holbrook of the schooner Hattie Dunn, in relating the incidents of his confinement aboard the German submarine and under the flag of the German imperial navy, tonight said:

"I shall never forget the night of May 27. When we had dined with the submarine laying on the bottom of the sea in twenty-eight fathoms of water. Of course, we had many ex-

CONTINUED ON PAGE THREE.